

VILLAGE OF BARTLETT  
PLAN COMMISSION

IN RE THE MATTER OF: )  
 )  
BUCKY'S ) #18-06  
 )

REPORT OF PROCEEDINGS

December 13, 2018

7:01 p.m.

REPORT OF PROCEEDINGS had and testimony taken at the public hearing of the above-entitled cause, before the VILLAGE OF BARTLETT PLAN COMMISSION, held at 228 South Main Street, Bartlett, Illinois.

1 BOARD MEMBERS PRESENT:

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3 MR. JAMES LEMBERG, Chairman.

4 MR. MARK HOPKINS, Member.

5 MR. TIM RIDENOUR, Member.

6 MR. AUSTIN HOPKINS, Member.

7 MR. JOHN MIASO, Member.

8 MR. JACK ALLEN, Member.

9 MS. ANGELA ZUBKO, Village Planner.

10 MS. ROBERTA GRILL, Acting Community Development Director,  
also serving as Secretary.

11

12 ALSO PRESENT:

13 MS. LYNN MEANS, Traffic Consultant.

14 MR. RICHARD J. MCMAHON for Petitioner.

15 MR. MATTHEW ATKINS for Petitioner.

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1 CHAIRMAN LEMBERG: I'd like to call to order  
2 the Plan Commission meeting for December 13th, 2018,  
3 at 7:00 p.m. Secretary call the roll.

4 MS. GRILL: Jim Lemberg?

5 CHAIRMAN LEMBERG: Here.

6 MS. GRILL: Mark Hopkins?

7 COMMISSIONER MARK HOPKINS: Here.

8 MS. GRILL: Tim Ridenour?

9 COMMISSIONER RIDENOUR: Here.

10 MS. GRILL: John Miaso?

11 COMMISSIONER MIASO: Here.

12 MS. GRILL: Diane Negele? Austin Hopkins?

13 COMMISSIONER AUSTIN HOPKINS: Here.

14 MS. GRILL: Jack Allen?

15 COMMISSIONER ALLEN: Here.

16 MS. GRILL: Jerry Kallas? We have a quorum.

17 CHAIRMAN LEMBERG: We have a quorum. Okay.

18 Next item on the agenda is approval of the

19 November 8th, 2018 meeting minutes.

20 COMMISSIONER RIDENOUR: So moved.

21 CHAIRMAN LEMBERG: I have a motion. Is there a  
22 second?

23 COMMISSIONER MIASO: Second.

24 CHAIRMAN LEMBERG: Are there any additions or

1 corrections?

2 Secretary call the roll.

3 MS. GRILL: Tim Ridenour?

4 COMMISSIONER RIDENOUR: Yes.

5 MS. GRILL: John Miaso?

6 COMMISSIONER MIASO: Yes.

7 MS. GRILL: Austin Hopkins?

8 COMMISSIONER AUSTIN HOPKINS: Yes.

9 MS. GRILL: Jack Allen?

10 COMMISSIONER ALLEN: Yes.

11 MS. GRILL: Mark Hopkins?

12 COMMISSIONER MARK HOPKINS: Yes.

13 MS. GRILL: And Jim Lemberg?

14 CHAIRMAN LEMBERG: Yes.

15 Next item on the agenda is number 18-06,  
16 Bucky's, rezoning upon annexation from the ER-1  
17 estate residence zoning district to the B-3  
18 neighborhood shopping preliminary site plan review.  
19 Plat of consolidation of two lots into one zoning  
20 lot. And special use permits for an automobile  
21 service station, gas station, car wash, package  
22 liquor sales and outdoor sales and storage.

23 Angela, would you like to --

24 MS. ZUBKO: Yes. I would also like to note

1 that this is a public hearing as well. It is not  
2 noted on the agenda, but it was posted and all the  
3 neighbors were notified, and I do have all the  
4 proof.

5 CHAIRMAN LEMBERG: Okay.

6 MS. ZUBKO: All right. The Petitioner is  
7 requesting to annex two vacant parcels consisting of  
8 2.18 acres and to rezone the subject property upon  
9 annexation from the ER-1 zoning district to the B-3  
10 zoning district. The annexation will be discussed  
11 by the Village Board at a future date.

12 Petitioner is also requesting a  
13 preliminary site plan review for a proposed 5500  
14 square foot convenience store to accompany an  
15 automotive service station with ten gas pumps. A  
16 3200 square foot car wash is also proposed along the  
17 southern portion of the subject property.

18 The proposed convenience store will be  
19 oriented towards Route 59 and would consist  
20 primarily of eight-inch by four-inch CMU block in  
21 two colors, terra cotta and cream with a stone  
22 veneer on the columns at the three entrances. Metal  
23 canopies would add architectural elements over each  
24 of the windows. The tallest portions of the

1 building, consisting of the three towers would be  
2 26 feet 8 inches, but the average height will be 21  
3 foot four inches meeting the Zoning Code requirement  
4 of 25 feet. And the car wash will architecturally  
5 match the convenience store with CMU block and will  
6 be 18 feet in height, also meeting the Zoning Code  
7 requirements.

8           The petitioner has requested one curb cut  
9 along Route 59 for access to the automotive service  
10 station, which would be located directly across from  
11 Norwood Lane. The Village has been working with the  
12 Petitioner with regards to this, and there will be  
13 ongoing discussions when it goes further in the  
14 process.

15           It has been Bartlett's policy when  
16 reviewing commercial properties adjacent to one  
17 another that the number of curb cuts be minimized  
18 and a cross-access easement be utilized between  
19 adjoining properties. This encourages the most  
20 optimum traffic movements and circulation patterns  
21 between commercial entities while providing safe  
22 access onto public roadways. The preliminary site  
23 plan as proposed does not include a cross-access  
24 easement.

1           The site plan does identify 59 parking  
2 stalls including the two handicapped stalls. This  
3 exceeds the zoning ordinance requirement of 36  
4 stalls, and they do meet the required stacking for  
5 the car wash as well.

6           The Petitioner is proposing to install two  
7 eight-foot tall retaining walls along with an  
8 eight-foot tall vinyl stone fence along the western  
9 property line. A six-foot tall vinyl fence is also  
10 proposed along the portion of the northern property  
11 line. As shown on the cross-section, the subject  
12 property is approximately 19 feet lower than the  
13 residentially zoned properties to the west.

14           The Petitioner is requesting a plat of  
15 consolidation to combine the two lots, currently  
16 unincorporated, into one lot, and once recorded, the  
17 lot will have one pin number.

18           The Petitioner requested five variations,  
19 which were all discussed last week at the Zoning  
20 Board of Appeals meeting, and they were all approved  
21 or recommended for approval.

22           There are special use permits being  
23 requested to allow for the automotive service  
24 station and a car wash. The Petitioner has designed

1 the car wash to have the dryer portion of the tunnel  
2 wash furthest away from the residential uses to the  
3 west. There are four vacuums proposed north of the  
4 car wash and the retaining walls and proposed  
5 eight-foot tall fence along the west side of the  
6 subject property should serve as a sound barrier to  
7 minimize any noise emitted from the car wash and  
8 vacuums.

9           Internal vehicular circulation for the car  
10 wash would primarily consist of a counterclockwise  
11 pattern with all vehicles queuing behind the  
12 convenience store and entering the car wash along  
13 the west side. Vehicles would travel through the  
14 tunnel wash and exit the building from the east.  
15 Vehicles would then either exit the site onto Route  
16 59 or proceed to the gas pumps or the convenience  
17 store.

18           The Petitioner is also requesting a  
19 special use to allow outdoor sales and storage  
20 including propane and seasonal sale items. Those  
21 are located directly in front of the convenience  
22 store.

23           The Petitioner is requesting a special use  
24 for package liquor sales including beer, wine, and



1 liquor. This would be the first service station or  
2 gas station permitted to sell package liquor in the  
3 Village.

4           Underground storm water will be relocated  
5 below the southern parking lot between the  
6 convenience store and the car wash. The preliminary  
7 engineering plans are being reviewed by the Village  
8 engineer and a final engineering, including storm  
9 water calculations, will be required during their  
10 final site plan review process.

11           A traffic study was prepared from Quigg  
12 Engineering which stated that a traffic signal is  
13 warranted at the intersection of 59 and Norwood, and  
14 our traffic consultant concurs with the traffic  
15 study saying the traffic signal is warranted. And  
16 she is also here if you have any questions for her  
17 tonight.

18           And the Village's land use plan identifies  
19 this area commercial uses.

20           Staff does recommend approval of the  
21 Petitioner's request subject to the conditions as  
22 stated in the report and the findings of fact.

23           And I would like to note that this is  
24 preliminary engineering approval and site plan

1 approval so they will have to come back, but all the  
2 public hearings will already be done. The  
3 Petitioners are here.

4 CHAIRMAN LEMBERG: Okay. Thank you. For  
5 another public hearing. So tonight's public  
6 hearing --

7 MS. ZUBKO: They will not have -- when they  
8 come back, it will just be for site plan approval.  
9 It will not be for another public hearing. So  
10 they're getting all the public hearings out of the  
11 way.

12 CHAIRMAN LEMBERG: Okay. So that sign that's  
13 out there on 59 says public notice, not public  
14 hearing.

15 MS. ZUBKO: Correct. Public notice or hearing.

16 CHAIRMAN LEMBERG: It is. I have usually seen  
17 public hearing. It's a public hearing and back by  
18 the clock over there, we have some sheets to fill  
19 out for anyone in the audience that has a question,  
20 comment, or would like to have their say about the  
21 project going in.

22 And Petitioner is here this evening?  
23 Okay. Could you stand and be sworn in and anyone  
24 else that's going to be giving testimony.

1 (Witnesses sworn.)

2 CHAIRMAN LEMBERG: Thank you. Do you have  
3 anything you'd like to add to what the staff has  
4 presented? Will you state your name and address,  
5 please?

6 MR. MCMAHON: Good evening, Gentleman. My name  
7 is Richard McMahon. The address 2500 Brickvale  
8 Drive, Elk Grove Village. I represent Buchanan  
9 Energy and am an employee of Buchanan Energy and  
10 Buck's, Inc.

11 Some of this will -- is redundant. I'll  
12 go through it, rather than bore you, quickly. We  
13 have some items to clarify as we go through it.  
14 Everyone knows where the site is.

15 And this is a rendition we had of this  
16 early on when we were -- about a year and a half ago  
17 starting with what the store would like look once  
18 it's built.

19 An aerial view is slightly different --  
20 and this aerial view is what we evolved to. The  
21 difference in the site plan is that where the car  
22 wash is, there's now green space in front of the car  
23 wash. And the car wash has been pushed further to  
24 the south towards the property line. Otherwise,

1 essentially, this 3D depiction is an accurate  
2 rendition of what we're planning.

3           At night, this is also done to show that  
4 it's designed so that no light trespasses off the  
5 property lines, beyond the property lines.

6           This is a view of the building also done  
7 by the 3D people that shows the design of the  
8 building, and the blocks and the sizes of them and  
9 the detail that goes into the building.

10           And what we're here for is a special use  
11 for the automobile service station and car wash.  
12 This is a landscaped view, a landscape plan showing  
13 it. And we're also here for the special use for the  
14 package liquor sales.

15           The floor space of the entire building is  
16 5,520 square feet. The part of it that is open for  
17 customers is 2800 square feet. The alcohol sales  
18 area will not exceed 150 square feet. So that's  
19 about five and a half percent of the floor space for  
20 the customer sales area.

21           We're asking for a special use for outdoor  
22 sales for propane and washer fluid. The propane  
23 cabinet is depicted, one of them, that we have  
24 another store on the lower left-hand corner of the

1 photograph, and the arrow points to where it would  
2 be positioned on the side of the building. And then  
3 we want permission to be able to have seasonal items  
4 such as car wash fluid on two positions in the front  
5 of the building.

6 The site plan, again, with showing the  
7 green space around it, and how it sits in the  
8 environment. And the landscape plan, we have 264  
9 trees and shrubs that are being planted.

10 Today they told me it would be \$106,000  
11 investment to put those in. There's quite a few of  
12 them on the backside of the property. The  
13 landscaping will be a remaining part of the site  
14 also.

15 Now there's -- one of your requirements in  
16 the community has been to try to maximize  
17 cross-access with other lots. We spent a lot of  
18 time working with the community on this and trying  
19 to figure out how to do our site plan.

20 This is one version of the layout where we  
21 took the car wash instead of having it on the south  
22 side, we put it on the north side. And what we  
23 have, and why we couldn't do this one is there's a  
24 conflict with the exit and entrance driveway onto

1 the property with cars that are on the -- fueling up  
2 at the canopy. And if we move the store further  
3 south and center of the canopy on that it becomes  
4 even worse.

5           From our experience, we know that doesn't  
6 work to have cars coming in and people still right  
7 in front of them with -- while they are fueling.

8           We looked at another alternative, and that  
9 was to put the car wash on the south side, but that  
10 driveway has to be aligned a certain way with the  
11 restaurant on the -- to the south of us, and you  
12 wound up having two conflict points. You have a  
13 conflict where cars are exiting the car wash still,  
14 perhaps, with a little bit of water on the  
15 windshield, you're distracted when you come out, and  
16 having to cross traffic right there in front of.

17           And then the second conflict point right  
18 where the driveway is and the internal circulation  
19 on the site. Both of those are highlighted with  
20 circles there to kind of bring your attention to  
21 those areas.

22           The utility plan, it's a little bit hard  
23 to read it right here, but the storm water is going  
24 to be handled by underground vaults. Underground

1 vaults are able to withstand the traffic on the  
2 concrete, and they will be between the car wash and  
3 the end of the canopy completely underground. The  
4 storm water is held there, and so it doesn't leave  
5 the site any faster than it does under its natural  
6 conditions. That's how it's designed. And the  
7 piping will discharge that water to the north. It  
8 will go off our site to the north, and it's designed  
9 so that it goes over to the wetlands that are  
10 further beyond the residential property to the north  
11 and the other vacant property to the north.

12           This is a profile view. I just want to  
13 point out that what Angela had indicated about the  
14 difference in the elevation between our site and the  
15 property to the west of us, kind of see this. And  
16 off to your right is the elevation for the road.  
17 And you can kind of see the elevation on our  
18 driveway and the building, and then the two walls  
19 behind the building, and there's a fence on top of  
20 it.

21           And then you have -- Mr. Walsh's house is  
22 depicted there in the gray. And we actually had  
23 people out there on his property, on his back deck  
24 doing sightings so we could figure out how to design

1 this so that if you're in his dining room or  
2 kitchen, you won't be able to see the building. The  
3 grading plan is here in case you have some detailed  
4 questions about it.

5           This is the fence that we will be putting  
6 along the west of the property line up on top of the  
7 walls. It's a vinyl stone fence.

8           And then on the north side of the  
9 property, there's Abram's property, a six-foot solid  
10 vinyl privacy fence. It will look like this. We  
11 have a sample of this if you wish to see it.

12           The fact -- why we do it this way is it  
13 doesn't fade over time. You know, the typical  
14 wooden cedar fence turns gray over time. When done  
15 in vinyl, they stay in color and the design you have  
16 on them for their lifetime, which -- and they are  
17 able to stand hurricane forces.

18           So this is the view that was created, and  
19 we worked with Mr. Walsh. And this is what it  
20 looked like from his back of his house. And you  
21 can't see the store. We'll be building up the  
22 property and then drop down -- the two walls down to  
23 our site. You kind of see the position of the  
24 little character sitting over there, and that's a



1 good point of view for reference.

2           We have no wetlands determination. The  
3 downstream defender is a way of handling water that  
4 discharges off the site. All the storm water that's  
5 collected on the site goes into the underground  
6 vaults. And then when it discharges from the site,  
7 it goes through the downstream defender, and that  
8 removes sediments, and it removes any oil that might  
9 wash into the -- you know, from people's cars. Some  
10 cars leak a little bit of oil. If there were some  
11 that didn't evaporate, it would go into this. If it  
12 was -- it just is a way of protecting the  
13 environment.

14           And those are serviced every six months.  
15 A company comes out and opens up the manhole on the  
16 top of them and takes out any of the sediments and  
17 anything else that's floating inside those. They  
18 never fail. They just work on the basis of how the  
19 vortex that the water moves through the downstream  
20 defender as it's exiting.

21           The underground tanks are double-walled  
22 nowadays. And this is a cross-section. We actually  
23 have one if someone wants to look at one. The old  
24 tanks that went in the ground were steel. And over

1 the 30 some years I've been in the business, I've  
2 taken tanks out of the ground which looked like they  
3 had been put in the day before, but I've taken tanks  
4 out of the ground that you can take your finger and  
5 push right through them. It depends on the soil.

6           Then the industry evolved towards  
7 fiberglass tanks. And the problem with fiberglass  
8 is they lack the rigidity of steel so they sometimes  
9 coat steel tanks, but you still didn't have a  
10 failsafe.

11           So what the industry uses now and what is  
12 mandated to be used now on all underground storage  
13 tanks is double-walled. And this is a cross-section  
14 of it. Now, they can be either dry in this initial  
15 area or have another kind of liquid in it. But what  
16 happens is, there are electronic monitors that are  
17 constantly monitoring that. And if, in the case of  
18 a dry one, they detect any moisture, whether it's  
19 water coming from the outside in or fuel going from  
20 the inside out into that space, the detectors sense  
21 it, and they shut down the system completely. And  
22 you can't start it back up again until you figure  
23 out where that is.

24           All the piping that comes from it is also

1 double-walled and is also monitored. And another  
2 spot that we had a lot of leaks in the industry in  
3 the past through poor hygiene was where the tanker  
4 trucks would drop their fuel. Always after the  
5 drivers were trying to get the last gallon or so out  
6 of the hose, a lot of them had a tendency to drain  
7 it right there into the manhole that the pipe was --  
8 filled the tank. And over time that accumulated  
9 fuel.

10           Those are all now sealed, and there's  
11 monitors in those. Underneath the gas dispensers,  
12 there are filters. And over the years, people used  
13 to empty -- take the filter off, just like a car  
14 filter, and dump underneath there, and that was just  
15 open ground under there. And that's all sealed off  
16 with monitors. So the system, if it detects either  
17 water or fuel, it shuts it down, and we can't start  
18 it back up again until we solve the problem. And  
19 these are inspected by the State.

20           And I'm open for any questions.

21           CHAIRMAN LEMBERG: That's it? Are you finished  
22 with your exhibit? Do you have anything else?

23           MR. MCMAHON: No, we don't other than answer  
24 any questions you might have.

1 CHAIRMAN LEMBERG: Oh, yes, we have a few  
2 questions I'm sure.

3 MR. MCMAHON: Okay.

4 CHAIRMAN LEMBERG: On your site plan, the copy  
5 that we have has really small numbers. So if I have  
6 an error in the numbering, okay -- or you have  
7 several two-inch barrier curbs? Two inches? What's  
8 that going to retain? We have it at the north side  
9 of the building. You got one out at the island when  
10 you come into the property, and you have one going  
11 over by the stacking of the cars that go into the  
12 car wash. Only two inches? One snowplow is going  
13 to take that out. Why is it only two inches high?

14 MR. MCMAHON: Where are they located? I think  
15 we talked about one out in the street, the driveway?

16 CHAIRMAN LEMBERG: Do you have the site plan to  
17 put up there?

18 MS. ZUBKO: The two that are east of the  
19 convenience store.

20 MR. MCMAHON: Talking about those islands?

21 MS. ZUBKO: Yes.

22 MR. MCMAHON: Oh.

23 MS. ZUBKO: It says on there two-inch barrier  
24 curb.

1 MR. MCMAHON: Okay.

2 MS. ZUBKO: However, these are preliminary  
3 engineering drawings so our engineer stated that --

4 CHAIRMAN LEMBERG: -- start stacking where the  
5 cars are, that was only two inches. The island when  
6 you first come off of 59 is only two inches.

7 MR. MCMAHON: We have them because unlike the  
8 six-inch curbs around the property or on a street,  
9 these are there for solely the purpose of providing  
10 landscaping and breaking up the monotony of the  
11 site.

12 CHAIRMAN LEMBERG: So it's not there for a  
13 safety thing? An automobile can run them over.

14 MR. MCMAHON: Well, I don't know --

15 CHAIRMAN LEMBERG: You know, two inches, you  
16 don't even look for two inches.

17 MR. MCMAHON: Excuse me?

18 CHAIRMAN LEMBERG: Two inches for a barrier is  
19 not nothing. People run over two inches.

20 MR. MCMAHON: Well, but there's landscaping and  
21 a tree on those.

22 CHAIRMAN LEMBERG: So you're not putting it up  
23 for safety, you're putting it up for cosmetic  
24 reasons.

1 MR. MCMAHON: Well, there's also -- it helps  
2 direct people. They see what's there, and then it  
3 allows them to move around. We actually initially  
4 came in without any of those islands on the ends of  
5 the parking arrays, but your community requires  
6 them. And so we worked without them, but they are  
7 there for helping guide traffic and also provide a  
8 place for landscaping.

9 MS. ZUBKO: Our engineer stated that you would  
10 probably make them do six inches when they came in  
11 for final engineering since this is just  
12 preliminary.

13 CHAIRMAN LEMBERG: Okay. Your car wash is  
14 brushless or has brushes going through the car wash?

15 MR. MCMAHON: Yes, there's brushes.

16 CHAIRMAN LEMBERG: You use recycled water?

17 MR. MCMAHON: Yes, we do, and it's required.

18 CHAIRMAN LEMBERG: And at what point do you pay  
19 for the car wash? When you first enter the tunnel  
20 for washing the car?

21 MR. MCMAHON: No, the -- Matt is pointing it  
22 out where the pay station is.

23 CHAIRMAN LEMBERG: That's where you would pay  
24 for it?

1 MR. MCMAHON: You can pay for it, or you can  
2 pay for it at the pump, or you can pay for it inside  
3 the store when you do a transaction inside the  
4 store.

5 CHAIRMAN LEMBERG: Okay. Back at Route 59  
6 where you have that island over there. You have one  
7 driveway wider than the other. It looks like  
8 21-foot exit the property, and it says 28-foot where  
9 it goes into the property except that measurement  
10 for 28 feet goes to the inside of the arc and not  
11 the outside. So that driveway really isn't 28 feet.

12 MR. MCMAHON: We are working with IDOT on the  
13 driveway, and that driveway design under IDOT's  
14 jurisdiction will be worked out with them and is  
15 critical to whether or not we get a traffic signal.  
16 So it will be -- it's going to be -- focus of a lot  
17 of -- a lot of eyeballs, and it is right now.

18 MS. ZUBKO: Our traffic consultant can kind of  
19 talk about that a little more as well. However,  
20 it's currently under review by IDOT. They did not  
21 have that island, but the interpretation of a letter  
22 that we got from IDOT sounded like they wanted the  
23 island in there, so we are waiting to hear back from  
24 IDOT to see if that's truly what they wanted or if

1 they meant something else totally differently. And  
2 we will not hear back from them until the end of  
3 this month.

4 CHAIRMAN LEMBERG: So the in and out drive are  
5 going to be the same width?

6 MS. ZUBKO: It's whatever IDOT wants it to be.  
7 Like I said, we're waiting for their approvals on  
8 it.

9 CHAIRMAN LEMBERG: Who made this drawing then?  
10 IDOT or Petitioner? Because why is it marked off  
11 with a 28-foot going to the inside of the arc and  
12 not the outside?

13 MS. ZUBKO: I'm not a hundred percent sure on  
14 the dimension. However, their architect made this  
15 drawing off of IDOT's notes.

16 CHAIRMAN LEMBERG: So IDOT is responsible for  
17 that?

18 MS. ZUBKO: So IDOT needs to approve this if  
19 this is truly what they're looking for. Like I  
20 said, there might be no island when it goes through  
21 at the end. We're not a hundred percent sure what  
22 IDOT was looking for in the comment they made to us.

23 MS. GRILL: And you'll see the site plan --

24 CHAIRMAN LEMBERG: Well, whether or not the



1 island is there, the measurement going to the north  
2 does not stop where the arc begins. It goes past  
3 the arc into the grass area, I guess, what's going  
4 to be there.

5 MR. MCMAHON: Well, they probably were measured  
6 to the back of the curb, but this -- what you're  
7 getting in the level of detail isn't as deep as the  
8 level of detail that goes into it with IDOT.

9 But they're not equal on both sides  
10 either. We originally had designed one lane coming  
11 in and two lanes exiting the property. And we're  
12 working with IDOT right now on a final configuration  
13 that's acceptable. It has to line up with Norwood.  
14 It has to function to IDOT standards, or we won't be  
15 permitted.

16 CHAIRMAN LEMBERG: They're designed so that  
17 incoming lane is smaller than the exit lane; is that  
18 what you're saying?

19 MR. MCMAHON: Yes, it could be.

20 CHAIRMAN LEMBERG: So your drawing is basically  
21 on a regular, average car. What about the great big  
22 pickup trucks, the 2500s that are made by Ford and  
23 Dodge and those guys? They need a lot more room  
24 than an average car. They need a bigger arc to turn

1 in.

2 MR. MCMAHON: This is a turning exhibit. It  
3 shows how --

4 CHAIRMAN LEMBERG: Yeah, right there. Right  
5 there. That drive. Right there is marked at  
6 28 feet, and it's not 28 feet.

7 MS. GRILL: Richard, I think what he's looking  
8 at on this plan is that it shows it to the back of  
9 the curb versus the face of the curb. I think  
10 that's what you're talking about, Jim. And that can  
11 be clarified at the final site plan if you want them  
12 to provide measurements to the face of the curb,  
13 that's fine. That's fine.

14 CHAIRMAN LEMBERG: I thought I was looking at  
15 accurate stuff here. Are we just looking at --

16 MS. GRILL: This is a preliminary plan. You  
17 will see this again.

18 CHAIRMAN LEMBERG: Preliminaries don't come up  
19 with accurate information?

20 MS. GRILL: And because IDOT has not provided  
21 or approved the information.

22 CHAIRMAN LEMBERG: Well, I think you guys are  
23 pointing the finger at IDOT for the width of a  
24 driveway.

1 MS. GRILL: And this driveway width might  
2 change again. It's possible.

3 MR. MCMAHON: This is not final engineering.  
4 We've been through this with the Village. And in  
5 working with the Village, we've reduced the store  
6 from a 7100 square foot store to a 5500 square foot  
7 store, and there are many other changes here. This  
8 is preliminary engineering.

9 The actual dimensions of that driveway  
10 have not been solidified by IDOT, and -- they will  
11 be, though, and it will be to their standards. And  
12 the Village will, of course, accept their standards  
13 because those are the folks that have control over  
14 this road. And their standards are widely accepted.  
15 They have a book of driveway designs, and we have to  
16 adhere to those. We don't get to freelance on the  
17 driveways.

18 CHAIRMAN LEMBERG: But if nobody ever brings up  
19 the question of why does that one say 28 feet, and  
20 it really isn't 28 feet, everybody else down the  
21 line is going to think, oh, gee, that's perfectly  
22 fine and push it on through.

23 MR. MCMAHON: No, they won't. When it goes --  
24 when IDOT gives us -- it will be down to the inch,

1 and there will be no distinction between whether  
2 it's to the front of the face of the curb or the  
3 back of the curb. In final engineering, that will  
4 all be nailed down tight.

5 CHAIRMAN LEMBERG: Okay. The underground  
6 retention, that's going to hold how many gallons?

7 MR. MCMAHON: I don't know off the top of my  
8 head, but it is sufficient. The storm water design  
9 is also in with the Village and with IDOT, but I  
10 think it's about three-quarters of an acre foot.

11 CHAIRMAN LEMBERG: And what happens after a  
12 heavy duty rain, and it gets filled up. Then what?  
13 We've been having 500-year rains quite often. Where  
14 does that water go?

15 MR. MCMAHON: It would stay on the driveway  
16 until it drains.

17 CHAIRMAN LEMBERG: Okay.

18 MR. MCMAHON: It won't go out onto the street.

19 CHAIRMAN LEMBERG: All right. When you first  
20 drive around your property, you're going to have two  
21 ways to get to your car wash. You're going to go  
22 all the way around the gas pumps on the back side of  
23 the building, or you're going to go straight through  
24 to where you start queuing up to get in line;

1 correct? You're going to have signs telling people  
2 which way to go?

3 MR. MCMAHON: Yes, we shall.

4 CHAIRMAN LEMBERG: Again, there's no sign here  
5 telling me that you're going to have the directions  
6 of where you're going.

7 MS. ZUBKO: Directional signage is actually  
8 shown on the engineering plans. And, Matt, you can  
9 show -- there'll be a no -- right where you were.  
10 The no -- the one-way sign. There will be a sign  
11 that says you can't enter the car wash. It's a do  
12 not enter sign will be right there, but that doesn't  
13 show on our site plan. That shows on the  
14 engineering plans.

15 CHAIRMAN LEMBERG: Okay. So if you have the  
16 cars on -- according to this drawing I have, you  
17 have 10 to 15 cars stacked up back there, and  
18 somebody just decided to have a car wash and not  
19 gas, and they drive straight through, how long are  
20 they going to sit there in order to get through that  
21 line?

22 MS. ZUBKO: They cannot do that. It will have  
23 a big sign that says do not enter, so you can't go  
24 straight.

1 CHAIRMAN LEMBERG: That's based on what?

2 MS. ZUBKO: There will be a do not enter sign  
3 so you can't just head west. That is only a bypass  
4 exit line if you decide to get out of the car wash  
5 lane.

6 CHAIRMAN LEMBERG: Well, if you can't head  
7 west, why is there a sign that says no right turn  
8 once you get to a stacking of cars that are behind  
9 the building?

10 MS. ZUBKO: We'll have to take a look at that.

11 MS. GRILL: It's because it's a one-way traffic  
12 lane. And if you would like signage --

13 CHAIRMAN LEMBERG: I understand it's one-way,  
14 but if you can't go west to get to that traffic  
15 lane --

16 MS. GRILL: Because just like Angela stated,  
17 that is an exit bypass for the car wash lane.  
18 That's why.

19 CHAIRMAN LEMBERG: So what you're saying then  
20 is when the cars are sitting there, and car number  
21 10, 11, 12 says, I no longer want to sit here, there  
22 will be an exit so you can get out of here without  
23 going through the car wash?

24 MR. MCMAHON: Correct.

1 CHAIRMAN LEMBERG: But it's not an entrance to  
2 get into the --

3 MR. MCMAHON: Correct.

4 MS. GRILL: And if you would like signage --

5 CHAIRMAN LEMBERG: Well, that's what I asked  
6 about the sign. Are you going to put a sign telling  
7 the people to go around your building, or is there a  
8 sign that says you can just continue going straight  
9 west, and you said there's going to be two --

10 MR. MCMAHON: No, I did not. I said that the  
11 signage will be designed so the cars will go around  
12 to the north of the building around the back of it,  
13 and there will be signage that says no entrance on  
14 that end of it. That's an escape. A lot of  
15 communities require escapes for stacking, and we'll  
16 properly sign it. That doesn't mean that if no one  
17 is in line, and it's 8:00 at night someone might --

18 CHAIRMAN LEMBERG: So along with the no right  
19 turn sign, there will be a sign that says do not  
20 enter?

21 MR. MCMAHON: Correct.

22 CHAIRMAN LEMBERG: Okay. Again, like I said, I  
23 don't have all the information here. It's all this  
24 preliminary stuff.

1           When the cars go around the building,  
2 according to this drawing here, you have 12, 15  
3 cars, and you have a fence on the west side, two of  
4 them. Why do you have two fences on that side? The  
5 vinyl brick fences.

6           MR. MCMAHON: Those are -- there's two  
7 eight-foot walls. They are not two fences. Those  
8 are eight-foot walls.

9           CHAIRMAN LEMBERG: Yeah, why are there two of  
10 them there? Why do you have two of them back there?

11          MR. MCMAHON: Because it takes two eight-foot  
12 walls to get to the elevation. Matt is showing  
13 right there where they are.

14          CHAIRMAN LEMBERG: Again, this is cosmetic. So  
15 when you're on your property --

16          MR. MCMAHON: It's absolutely not cosmetic.  
17 It's structural. See the earth. Follow the line  
18 there.

19          CHAIRMAN LEMBERG: Are we building a wall so  
20 people don't get through there? Is that what  
21 you're -- putting up two walls.

22          MR. MCMAHON: Right now, sir, the land -- the  
23 land flow continues down like this. We're digging  
24 out here, and we're getting it up, and then we're



1 also building it higher up so that we have -- so  
2 we're blocking the view from this property. So  
3 there's one eight-foot wall, and then it steps in,  
4 another eight-foot wall, steps -- it crowns, and  
5 then there's the vinyl fence that is stone textured  
6 on top of that, and then all the landscaping on the  
7 backside here.

8 CHAIRMAN LEMBERG: Okay. So now you have 15  
9 cars stacked up back here, and it's a hot summer  
10 day. And car number ten all the sudden overheats  
11 and starts on fire. How do the people in that line  
12 get out of there safely? You don't have any exits  
13 off of those walls for people to get out. There's  
14 no doors going into the building. So, you know, I'm  
15 just making a hypothetical thing, but things happen.  
16 So where is the safety factor for people --  
17 obviously, they can't get into their cars and move  
18 them. They have to get out of their cars. So how  
19 are they going to get over an eight-foot wall?

20 MS. GRILL: They're not.

21 MR. MCMAHON: This is it. They can get out and  
22 walk out.

23 CHAIRMAN LEMBERG: You got a building that's  
24 115 feet long. You're going to have these people --

1 there's no doorway through that fence at all?

2 MR. MCMAHON: That's not a fence. That's a  
3 wall.

4 CHAIRMAN LEMBERG: But there's nothing on the  
5 other side; right, except another wall?

6 MR. MCMAHON: No, there's dirt on the other  
7 side of it.

8 CHAIRMAN LEMBERG: Okay. Again, you have no  
9 safety valve for if something should happen in that  
10 115 feet. That's a long distance.

11 MR. MCMAHON: I suppose there isn't, but we  
12 don't ever have 15 cars stacked. We can go into a  
13 study, which we have for some communities that show  
14 you.

15 The old requirements said you had to have  
16 15 cars were when we had, in the industry, the  
17 rollover car washes like you see in Mobil down the  
18 street. They are 44 feet long. You go in, it takes  
19 about five minutes to wash. After a salty day, you  
20 know, we would have 15, 20, 30 cars lined up for  
21 those.

22 This can hold four cars at a time. It  
23 moves them through. It takes one minute at a time.  
24 We have kept a camera on our store in Vernon Hills

1 for two years watching the stacking. Vernon Hills  
2 is our busiest store, and we never have stacking  
3 beyond six or seven cars.

4           There are also many other car washes now  
5 in the industry that are a different part of our  
6 market that offer a more full service. They have  
7 people at the other end of it, hand drying and  
8 whatnot, and those folks attract people. This is a  
9 different kind of car wash. It's a different niche.  
10 We have six or seven. Your ordinances may require  
11 10 or 15, I don't know what it is, but we rarely get  
12 that.

13           But in the apocalyptic scenario that you  
14 just brought up, people can get out of their car,  
15 and they can walk away. Just as if you were in the  
16 Holland Tunnel going under the Hudson River.

17           CHAIRMAN LEMBERG: All right. Back at the  
18 entrance of off 59. Whether they have a light there  
19 or a stop sign. If two cars are sitting there --

20           MR. MCMAHON: We won't build it without the  
21 light.

22           CHAIRMAN LEMBERG: Pardon?

23           MR. MCMAHON: We will not build it if we do not  
24 get the light.

1 COMMISSIONER MARK HOPKINS: That was my  
2 question.

3 CHAIRMAN LEMBERG: If you have two cars sitting  
4 there waiting to get off your property onto 59, and  
5 there's a lot of traffic going on, and the cars are  
6 coming out of the car wash, your driveway looks like  
7 it only has about three car spaces before it gets to  
8 those cars that are sitting there waiting to get on  
9 59. What happens to car number four that's just  
10 still in the car wash and is about to come out.  
11 Does the car wash shut down?

12 MR. MCMAHON: There's loops that shut it down,  
13 yes.

14 CHAIRMAN LEMBERG: Does it shut down  
15 automatically?

16 MR. MCMAHON: There are magnetic loops that --

17 CHAIRMAN LEMBERG: How does it shut down?

18 MR. MCMAHON: -- attach.

19 CHAIRMAN LEMBERG: Is there a photo light or  
20 something --

21 MR. ATKINS: Yes.

22 MR. MCMAHON: Pardon?

23 CHAIRMAN LEMBERG: Is that how it shuts down so  
24 the cars don't bang into each other?

1 MR. MCMAHON: Yes, sir.

2 CHAIRMAN LEMBERG: Anyone else have any  
3 questions?

4 COMMISSIONER ALLEN: Well, you say it's  
5 115 feet across the back so I mean, even if you're  
6 at a minimum, you're only 60 feet from getting  
7 around the edge of the building. It's not that big  
8 of a distance in the end.

9 COMMISSIONER AUSTIN HOPKINS: I have a quick  
10 question for staff. Is there any other gas station  
11 or car wash similar to this that only has one  
12 entrance into the property and exit?

13 MS. ZUBKO: Let us think for a moment.

14 COMMISSIONER AUSTIN HOPKINS: I've been  
15 thinking too.

16 MS. ZUBKO: In town; correct?

17 COMMISSIONER AUSTIN HOPKINS: In town. And  
18 I've been thinking too. I can't think of anything  
19 else. My concern is that if there's a traffic light  
20 there, there's going to be accidents. And once you  
21 have an accident there, everybody is trapped in this  
22 gas station. And depending on the type of accident  
23 that's going to happen, they could be there for up  
24 to an hour or two. I really think there needs to be

1 another exit. Even if it's just an emergency exit.  
2 I -- in the stacking he brought, you're going to get  
3 cars that are going to be stacking up just as you  
4 get done with gas, or they go to the cafe or pick up  
5 a propane tank, you're going to have -- when that  
6 light is red, you're going to have at least five  
7 cars or six cars waiting to exit.

8           So unless -- if IDOT is willing to make  
9 that entrance where you have a dedicated left, a  
10 dedicated straight, and a dedicated right. And even  
11 then, you're still going to have stacking problems  
12 leaving that -- leaving this place.

13           I would think that something would have to  
14 be done. The car wash would have to be moved to the  
15 other side. You would have to reduce your number of  
16 pumps in order to accommodate the number of  
17 people -- how many -- what's the traffic counts  
18 going -- that Bucky's will see in a typical day?

19           MR. MCMAHON: About 1,000.

20           COMMISSIONER AUSTIN HOPKINS: So during rush  
21 hour, obviously, it's going to be a lot of cars  
22 going in and out of there.

23           So what is the scenario if there is an  
24 accident in front, and people can't get out and

1 there's an emergency, and that entrance is blocked?

2 MR. MCMAHON: It's blocked till it's clear.

3 COMMISSIONER AUSTIN HOPKINS: Has an emergency  
4 exit been thought about?

5 MR. MCMAHON: No.

6 COMMISSIONER AUSTIN HOPKINS: Has there been --  
7 if some type of route around bypassing the car wash  
8 to the south, if somebody gets up there, and they  
9 can no longer pay, and they need -- they can't --  
10 and there's a couple cars stacked behind them, and  
11 they need to get out of the car wash lane for some  
12 reason?

13 MR. MCMAHON: Are you saying physically is  
14 there a way to get out? No. There's a grade  
15 difference between ourselves and the restaurant to  
16 the south.

17 COMMISSIONER AUSTIN HOPKINS: Those are my  
18 concerns that would have to be addressed on a final  
19 and -- because, I mean, it looks like a great  
20 facility and a great idea. Everything looks great.  
21 There's just the traffic -- the traffic patterns,  
22 the traffic flow is going to be very difficult. And  
23 will there be diesel?

24 MR. MCMAHON: We have diesel for cars, yes. I

1 drive a diesel car. So, yes, there will be  
2 dispensers on either end, but not for trucks.

3 COMMISSIONER AUSTIN HOPKINS: And trucks will  
4 know not to go?

5 MR. MCMAHON: Yeah, you'll have several ways  
6 that they know not to go. Number one, there's no  
7 fast flow pumps for them, and a large truck wants  
8 that.

9 Number two, it's not designed for a truck  
10 with a trailer on the back, an 18-wheeler and  
11 truckers don't like to mess around with cars. And  
12 cars don't particularly care to have -- so it's  
13 mutually exclusive. We don't offer nor do we  
14 advertise the kind of payments the drivers of fleets  
15 use.

16 COMMISSIONER AUSTIN HOPKINS: And then when  
17 they need to fill the tanks, obviously, the trucks,  
18 the semis that have to come in for that, where will  
19 they be filling up at?

20 MR. MCMAHON: The tanks are over where Matt is  
21 pointing on the north side, and we do have the  
22 turning radius diagrams that show how those, the  
23 garbage trucks and the delivery trucks will maneuver  
24 on site.



1 COMMISSIONER AUSTIN HOPKINS: And are there  
2 certain times that they are scheduled to come, or  
3 could it be any time?

4 MR. MCMAHON: There are trucks so we schedule  
5 them when we feel it's necessary, and we would not  
6 schedule a truck to come in, unless it were an  
7 emergency, during rush hour, but it's designed so  
8 that the truck can align itself and dispense during  
9 even rush hour and not interfere with the flow of  
10 traffic on the site. The site is -- our distances  
11 on site are greater than most other of our  
12 competitors so it's free flow. We feel that free  
13 flow on site is important.

14 COMMISSIONER AUSTIN HOPKINS: Okay. Thank you.

15 COMMISSIONER RIDENOUR: What is the flow of the  
16 refueling trucks? I can't see the little lines  
17 on --

18 MS. ZUBKO: Hold on. Let me see if I can --

19 COMMISSIONER RIDENOUR: So they go west past  
20 the -- and make a clockwise circle --

21 MS. ZUBKO: Yes.

22 COMMISSIONER RIDENOUR: Is Bucees, B-u-c-e-e-s,  
23 is that part of --

24 MR. MCMAHON: No, those are folks down in

1 Texas.

2 COMMISSIONER RIDENOUR: That's different. I  
3 was looking at some of your other stations online.  
4 Some of them have some really nice veneers on the  
5 facades. They look pretty nice. How come this is  
6 not one of those?

7 MR. MCMAHON: I didn't understand the first  
8 part of your question, sir?

9 COMMISSIONER RIDENOUR: I said I was looking at  
10 some of your stations online today, and some of the  
11 facades have some very nice looking veneers on them  
12 to make the building look a lot nicer. This doesn't  
13 appear to be one of those. I was wondering why?

14 MR. MCMAHON: It's the same building.

15 COMMISSIONER RIDENOUR: It is? But it does not  
16 have the same external surfaces. This is concrete  
17 blocks; right, painted concrete blocks.

18 MR. MCMAHON: We have some here for you to look  
19 at.

20 COMMISSIONER RIDENOUR: It just seemed that  
21 some of them looked a whole lot nicer than this one  
22 you proposed for us. Do you have different designs?

23 MR. MCMAHON: We built some a while back with  
24 clay brick. These are -- I mean, there are no other

1 C-stores in this area that come close to the designs  
2 on these, the elements on it.

3 COMMISSIONER RIDENOUR: You're saying this is  
4 one of your better designs?

5 MR. MCMAHON: It's our current design. It  
6 incorporates our best elements toward design. It's  
7 the same store as Glendale Heights, Wheaton.

8 COMMISSIONER AUSTIN HOPKINS: Same look that  
9 was going in at County Farm and Army Trail?

10 MR. MCMAHON: No, there's some differences on  
11 that one. That one incorporated a design that we  
12 tried out in Texas where instead of the stone there  
13 they have a white CMU, and we're not going to do  
14 that again.

15 MS. ZUBKO: That one is also eight inch by  
16 eight inch.

17 MR. MCMAHON: We're using a smaller block on  
18 that one. They also, down there in Texas, have gone  
19 to the eight by eight. We do have some stores in  
20 Texas. We have three now. We were using eight by  
21 eight by 16 block. And with staff's discussions I  
22 went and looked at it, the one in Carol Stream, the  
23 eight by eight and agreed with that staff that we go  
24 back to eight by four by 16, which is the size,

1 brick size that you see in all the other stores.

2 COMMISSIONER RIDENOUR: Discussions are  
3 continuing with regard to the stoplight?

4 MS. ZUBKO: Correct. Yes.

5 COMMISSIONER RIDENOUR: Out of curiosity, does  
6 Bucky's sell top tier gasoline?

7 MR. MCMAHON: Do we sell what, sir?

8 COMMISSIONER RIDENOUR: Top tier gasoline?

9 MR. MCMAHON: It's only Mobil. Yes. Even if  
10 it weren't Mobil, it would still be top tier, yes.  
11 As far as I'm concerned, there's only two tiers.  
12 There's that tier, and then there's a lower level  
13 that's a lower octane or whatever. We don't touch  
14 that.

15 The motor fuel nowadays comes up through  
16 the pipelines, it's basically fungible until you get  
17 the truck to the rack. And when the driver punches  
18 in his card number and whatnot, then the additives  
19 are put in that make it different, what makes Mobil  
20 different from the BPs versus Shells.

21 COMMISSIONER RIDENOUR: So this is Mobil?

22 MR. MCMAHON: At the moment our vision is  
23 Mobil, yes.

24 COMMISSIONER RIDENOUR: I didn't read that

1 anywhere. Sorry.

2 MR. MCMAHON: Well, we're multi-branded. We  
3 have Exxon as a brand also, although we've not done  
4 one here because Exxon and Mobil are owned by the  
5 same company. And we also have our own independent  
6 brand. Bucky's is the gas. We are anticipating  
7 doing this one as a Mobil, and that's what was shown  
8 in the signage in the elevations so it will be  
9 Mobil.

10 COMMISSIONER MARK HOPKINS: I have some  
11 questions. Can I ask a question?

12 CHAIRMAN LEMBERG: Uh-huh.

13 COMMISSIONER MARK HOPKINS: Mr. McMahon, I  
14 think the project is great. I have a couple  
15 concerns going forward. And one of them is the lack  
16 of cross-access easement to the restaurant. That  
17 would cure the emergency access. It appeared on one  
18 of the sketches that you used as an illustration up  
19 on the screen, but it doesn't appear in the  
20 petition. Why not?

21 MR. MCMAHON: We were working with staff over  
22 the past year and trying to accommodate that desire  
23 for cross-access, and this was showing what we saw  
24 as our issues with it and why we didn't do it.

1           COMMISSIONER MARK HOPKINS: Why didn't you do  
2 it?

3           MR. MCMAHON: Conflict right there of people  
4 coming in and out off of 59 with cars fueling at the  
5 dispensers.

6           COMMISSIONER MARK HOPKINS: That's not what  
7 you're showing at the moment, is it?

8           MR. MCMAHON: No, this is a discarded design.

9           COMMISSIONER MARK HOPKINS: The honest question  
10 here is what stops the cross-access agreement  
11 from -- or a drive from working between these two  
12 properties?

13          MR. MCMAHON: Right there, there are two  
14 reasons. This is one of the two. Where we're  
15 showing you the driveway across. It has to be lined  
16 up a certain way for the restaurant because of their  
17 parking. And part of our -- it would create a  
18 conflict with cars exiting the car wash and a  
19 conflict -- a second conflict right there. We think  
20 that that entrance, there would be too much activity  
21 going on right there. Too many movements.

22                   And then the other one is more of a simple  
23 one where we move the car wash all the way to the  
24 north, we have an issue with cars entering the site

1 conflicting with cars that are fueling and the  
2 dispensers under the canopy.

3           COMMISSIONER MARK HOPKINS: I hear what you're  
4 saying, although I disagree with your statement that  
5 there's a conflict with the cars exiting the car  
6 wash and the cross-section. The car wash can be  
7 pushed west or something else, not trying to force  
8 myself on you as the land buyer here, but it sure  
9 seems like it was discarded prematurely since it  
10 seems to be so essential. That would be my  
11 response. And I think it's a legitimate concern,  
12 especially concerning the emergency access that we  
13 were describing.

14           And I think going forward, you know, once  
15 you get past the point of getting a light, then all  
16 of these motions that come together at the -- and  
17 wait at the light to make either a left-hand turn or  
18 right-hand turn for a green light, they're coming  
19 out of the car wash, coming out of the parking lot,  
20 they are coming from the -- around in front of the  
21 canopy at your 20 foot setback, and they are all  
22 coming together for these two spaces where there's  
23 no stacking. So they're all going to be coming  
24 together at that point.

1           And I think for our village traffic  
2 engineer and for the petitioner in the back, we need  
3 to address that stacking and waiting and cycling,  
4 you know, during peak hours at the light. And I  
5 think that, you know, next time you come around that  
6 that's going to be a concern, I think, to get  
7 approval through.

8           Then I ask you, please, what's the  
9 construction of the retaining wall? What's the  
10 material on the retaining wall?

11          MR. MCMAHON: Actually, I don't know to be able  
12 to tell you other than structural engineers will be  
13 hired. It's going to be a masonry block wall.

14          CHAIRMAN LEMBERG: It's going to be a system.

15          MR. MCMAHON: Yes, sir.

16          COMMISSIONER MARK HOPKINS: So you choose the  
17 color, and it's complimentary to your --

18          MR. MCMAHON: We could, yes. I never thought  
19 about that, yes.

20          COMMISSIONER MARK HOPKINS: It would be a good  
21 idea if we could see that. There's many different  
22 systems out there that we're familiar with and  
23 others that we're not. It was -- there was no  
24 texture shown on your prospectus. I'd like to see



1 that because it's 16 feet of wall behind this thing,  
2 so it's almost as important as your building. And  
3 your building is important. And you've spent all  
4 this money on landscape, and you proved it, you  
5 showed how much, and all this money on the nice  
6 walls. And in my opinion, you cheaped out on the  
7 concrete block for the wall material.

8           So you might have tried it with clay brick  
9 before, but I would urge you to try again rather  
10 than go with a split facing concrete block, which in  
11 the olden days used to be reserved for the back of  
12 the shop instead of the front.

13           So I would ask you to consider that, and  
14 that would be another concern I would have for you  
15 coming back.

16           And then my last question for you is you  
17 noted two places for outdoor sales. One on each  
18 side of the front facade, on the sidewalk.

19           MR. MCMAHON: Yes, sir.

20           COMMISSIONER MARK HOPKINS: And that would be  
21 the limitation of it? There would be no piles of  
22 mulch around the curb and piles of salt between  
23 islands and stuff?

24           MR. MCMAHON: Your ordinances don't allow that.

1 That's why we're asking for a special use to allow  
2 only in these spots that we've asked for and shown  
3 here.

4 COMMISSIONER MARK HOPKINS: Absolutely.

5 MR. MCMAHON: That's correct.

6 COMMISSIONER MARK HOPKINS: I'm done.

7 COMMISSIONER RIDENOUR: When you were talking  
8 about the crossing access, were you talking about a  
9 permit --

10 COMMISSIONER MARK HOPKINS: Yeah, that one  
11 shown there.

12 COMMISSIONER RIDENOUR: All right. In the  
13 past, we have done emergency ones that are not open  
14 all the time, haven't we?

15 MS. GRILL: That is correct. And we have done  
16 cross-access easements too.

17 COMMISSIONER RIDENOUR: So even if it turns out  
18 there's a severe problem with flow there from the  
19 car wash and the entrance and exit and gas station,  
20 we could at least have an emergency one that could  
21 be opened in emergency situations.

22 MR. MCMAHON: We hadn't thought about that. So  
23 it's an interesting comment that you folks have  
24 brought up.

1           COMMISSIONER RIDENOUR: We have done that even  
2 for subdivisions.

3           MS. GRILL: We have. And I'm adding it to the  
4 list.

5           CHAIRMAN LEMBERG: Anyone? Questions?  
6 Comments?

7           COMMISSIONER ALLEN: Well, the entrance and  
8 exit, some of the problems be helped if we had two  
9 lanes exiting? One going straight or left, and the  
10 other one to the right instead of a single lane  
11 coming out?

12           MR. MCMAHON: We don't -- in our negotiations  
13 with IDOT, that's what we're struggling with. IDOT  
14 has -- and they are kind of -- the way they put it  
15 in their letter indicated that they would prefer one  
16 lane in and one lane out as a justification for the  
17 warrant.

18                       Well, we don't -- we can't live with one  
19 lane in and only one lane out because the wait would  
20 be too long if someone was at that light, which  
21 isn't going to turn frequently because 59 carries so  
22 much traffic. So if there's only single lane out  
23 that wanted to make a left or to go straight through  
24 and the light permitted, it would be blocking all

1 the -- the majority of folks who want to make a  
2 right-hand turn out. And we know that would be the  
3 majority of the turning rates just because of our  
4 study, and what we know of the area. So you're  
5 right. That's kind of a do or die for us with IDOT  
6 that we get two lanes off the site as well as one  
7 lane in.

8 MS. ZUBKO: I'm going to have Lynn Means, our  
9 traffic consultant come up and talk a little bit  
10 more about that as well.

11 COMMISSIONER ALLEN: All right.

12 MS. MEANS: Good evening. And as mentioned, my  
13 name is Lynn Means. I'm with Gewalt Hamilton &  
14 Associates, and we've reviewed the traffic signal  
15 warrant study and analysis, and we did concur with  
16 the statement that we would also suggest the two  
17 lane exiting to minimize the cubing and stacking.

18 As you're aware with similar signals that  
19 are located along Route 59, the side streets don't  
20 get a significant amount of green time, of time that  
21 you would have to exit. So having those two lanes  
22 would definitely facilitate the exiting maneuvers.

23 Related to how the traffic signals are  
24 warranted, there's engineering judgment in some

1 interpretation to the MUTCD, which is the Manual  
2 Uniform Traffic Control Devices, which is the  
3 guiding factor for traffic installations. And so a  
4 two-lane approach such as this, we would consider  
5 almost a one-lane exiting for volume warrants just  
6 because of the way that it functions, that it's not  
7 truly two lanes deep. It would have to be over a  
8 hundred 50 feet of storage lane plus tapers to  
9 really only be functioning as two true lanes.  
10 You're almost getting two short lanes that are  
11 really -- it's almost operating really like a  
12 one-lane approach as far as the analysis goes. So I  
13 think some of that negotiation between their  
14 consultant and IDOT is some of that interpretation  
15 of the code and the analysis for those warrants.  
16 But we would concur that two lanes would be critical  
17 to have the site function well internally.

18 I don't know if there's any other  
19 questions that you have for me while I'm here. If I  
20 could, I'd be happy to address them. I jotted in my  
21 notes beforehand that I concur with, you know, if  
22 it's possible to get that emergency access in that  
23 location where it may not function as a cross-access  
24 continuously open, definitely as an emergency access

1 that has validity to being, you know, possibly  
2 getting it more looked at if that's a possibility as  
3 well, too.

4 COMMISSIONER RIDENOUR: If the light went in  
5 there, there would be dedicated left turn lane --

6 MS. MEANS: Yes. There would be a dedicated  
7 northbound left turn lane. That's part of their  
8 analysis that they had as well. So there would be a  
9 left turn lane, its own signal so it would get, you  
10 know, an arrow so they could turn in on that arrow  
11 as well going into the site.

12 COMMISSIONER RIDENOUR: Is there a deceleration  
13 lane --

14 MS. ZUBKO: No.

15 MS. GRILL: I don't believe so.

16 MS. MEANS: And IDOT would, you know, consider  
17 and evaluate too whether or not -- I haven't seen  
18 that -- but whether they would want to add any  
19 deceleration lane in the southbound direction as  
20 well as part of the signal installation. That would  
21 be part of their analysis as well to evaluate if  
22 that's deemed necessary based on the volumes as  
23 well.

24 COMMISSIONER RIDENOUR: Yet to be decided.

1 MS. MEANS: Yes.

2 CHAIRMAN LEMBERG: Anyone else have questions?  
3 Comments?

4 COMMISSIONER MIASO: No.

5 COMMISSIONER AUSTIN HOPKINS: No.

6 COMMISSIONER ALLEN: No.

7 CHAIRMAN LEMBERG: At this time, I'll open it  
8 up for public. Is there anyone in the public that  
9 has any question? Comment? Anyone at all. Okay.  
10 Close the public portion of it.

11 Any other further comments from anybody?  
12 Okay. Angela or Roberta, you want this all done in  
13 one vote, or do you want to --

14 MS. ZUBKO: That is up to you, your feeling how  
15 everyone has spoken.

16 CHAIRMAN LEMBERG: Does anyone have any  
17 objection to doing just one vote?

18 COMMISSIONER AUSTIN HOPKINS: I'm wondering if  
19 we want something in there that states emergency  
20 access or --

21 MS. GRILL: Can I go over what I think? I took  
22 some notes, and I'd like to go over that with you to  
23 make sure that we're on the same page of what you  
24 want staff to continue to work with Petitioner on;

1 is that okay?

2 All right. So I have directional signage.  
3 I have stacking and cycling with regard to the light  
4 and the curb cut on 59. Looking at the traffic  
5 flow. Building materials.

6 COMMISSIONER MARK HOPKINS: Wall materials.

7 MS. GRILL: It's coming. Curb cut design.  
8 And, again, that's primarily IDOT's jurisdiction,  
9 but, you know, we do have our traffic consultant,  
10 and we will take a closer look at that with IDOT and  
11 the Petitioner.

12 Emergency access. I've got lack of a  
13 cross-access easement, which also ties into the  
14 emergency access possibly. We'll see. And then  
15 I've got the color of the block to match the, let's  
16 see, the color of the wall block; correct?

17 COMMISSIONER MARK HOPKINS: Somebody makes a  
18 choice, a conscious choice --

19 MS. GRILL: To coordinate architecturally and  
20 color match with the fence, the wall fence; is that  
21 correct, Mark? You want the block of the retaining  
22 wall?

23 COMMISSIONER MARK HOPKINS: I think we'd like  
24 to see the proposal.



1 MS. GRILL: And that's what I have. Did I miss  
2 anything?

3 MS. ZUBKO: Yes. Curb height.

4 MS. GRILL: And the curb. I've got that as the  
5 height of the curb; correct, Jim? Your curb height?  
6 Six-inch curb height. That's a requirement from our  
7 village engineer. It's a requirement. He's going  
8 to have to do it so -- but I can add that onto the  
9 list.

10 CHAIRMAN LEMBERG: Sure.

11 MS. GRILL: Anything else?

12 COMMISSIONER AUSTIN HOPKINS: Just -- and you  
13 can add this as part of the emergency access just  
14 some type of better explanation to if somebody  
15 doesn't -- can't pay when they get to the entrance  
16 of the car wash.

17 CHAIRMAN LEMBERG: What do they do?

18 COMMISSIONER AUSTIN HOPKINS: What do they do?

19 MS. GRILL: Okay. So at the pay station.  
20 Concerns with pay station and emergency exit.

21 COMMISSIONER AUSTIN HOPKINS: Yes. Correct.  
22 Now, do those things have to be worked in the  
23 motion, or is that something that you'll work  
24 with --

1 MS. GRILL: Put that in the motion.

2 CHAIRMAN LEMBERG: Everything on her list.

3 COMMISSIONER AUSTIN HOPKINS: Everything on  
4 Roberta's list.

5 COMMISSIONER MARK HOPKINS: This is preliminary  
6 approval.

7 MS. GRILL: Yes. And you will see this again,  
8 so staff will still be working with Petitioner, but  
9 I just wanted it on the record that these were your  
10 concerns.

11 COMMISSIONER AUSTIN HOPKINS: Right. All  
12 right.

13 CHAIRMAN LEMBERG: Okay. You got your list?

14 MS. GRILL: I got my list. It's on the record.

15 CHAIRMAN LEMBERG: So then do it all in one  
16 motion; one vote?

17 COMMISSIONER AUSTIN HOPKINS: I'm comfortable  
18 with that.

19 CHAIRMAN LEMBERG: Before I ask for a motion,  
20 I'd like to state that I'd like to see the project  
21 come through, but I have a problem with the findings  
22 of fact in number three where it says circulation  
23 within the site provides for safe and efficient  
24 movement of traffic. I really have trouble with

1 that, you know.

2           Somebody goes to the vacuum over here and  
3 then wants to get into the car wash, got to go  
4 through all the traffic by the gas pumps or by the  
5 store in order to get into the line. Again, that's  
6 all. It's a lot of problems so --

7           MS. ZUBKO: We can take a look at that, too,  
8 when we do final engineering. I mean, we'll talk to  
9 the Petitioner about it.

10           CHAIRMAN LEMBERG: Okay. Is there a motion  
11 then to approve the -- motion to approve  
12 Petitioner's request for re-zoning upon annexation  
13 from the ER-1 zoning district to B-3, preliminary  
14 site plan review, plat of consolidation of two lots  
15 into one zoning, and the special use permits for  
16 automobile, gas station, car wash, package liquor  
17 sales, and outdoor sales and storage subject to the  
18 following conditions and findings of fact, and the  
19 list that Roberta has?

20           COMMISSIONER RIDENOUR: So moved.

21           COMMISSIONER MIASO: Second.

22           CHAIRMAN LEMBERG: Any further discussion?  
23 Secretary, call the roll.

24           MS. GRILL: John Miaso?

1 COMMISSIONER MIASO. Yes.

2 MS. GRILL: Austin Hopkins?

3 COMMISSIONER AUSTIN HOPKINS: Yes.

4 MS. GRILL: Jack Allen?

5 COMMISSIONER ALLEN: Yes.

6 MS. GRILL: Mark Hopkins?

7 COMMISSIONER MARK HOPKINS: Yes.

8 MS. GRILL: Tim Ridenour?

9 COMMISSIONER RIDENOUR: Yes.

10 MS. GRILL: And Jim Lemberg?

11 CHAIRMAN LEMBERG: Yes.

12 MS. GRILL: Motion carried.

13 CHAIRMAN LEMBERG: Okay. So done.

14 MR. MCMAHON: Thank you.

15 CHAIRMAN LEMBERG: Next item on our agenda is  
16 old business/new business.

17 MS. GRILL: We just want to say thank you.  
18 You've got a small token of our appreciation  
19 tonight. Some of you got a little more than others  
20 depending on your -- if you hit a milestone on your  
21 years of service. You have a little something in  
22 your bag, but we just want to say thank you very  
23 much. It's much appreciated.

24 COMMISSIONER AUSTIN HOPKINS: Thank you.

1 COMMISSIONER ALLEN: Thank you.

2 CHAIRMAN LEMBERG: Anyone else have any old  
3 business/new business? Okay. And then do we have a  
4 motion to adjourn? All in favor say aye.

5 (Ayes heard).

6 CHAIRMAN LEMBERG: Opposed?

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1 STATE OF ILLINOIS )  
 ) SS:  
2 COUNTY OF K A N E )

3 I, Timi M. Fulfs, a Certified Shorthand  
4 Reporter of the State of Illinois and Notary Public  
5 of the County of Kane, do hereby certify that I  
6 reported in shorthand the proceedings had at the  
7 examination aforesaid, and the foregoing is a true,  
8 complete and correct transcript of the proceedings  
9 of said hearing as appears from my stenographic  
10 notes so taken and transcribed under my personal  
11 direction.

12 IN WITNESS WHEREOF, I do hereunto set my  
13 hand and affix my notarial seal this 9th day of  
14 January, 2019.

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Timi M. Fulfs, CSR, RPR  
C.S.R. Certificate No. 084-003517  
Notary Public, Kane County, Illinois

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